COUNTRY Soviet Zone, Germany REPORT NO. 25X1A TOPIC Airfield of LAERZ EVALUATION see below 25X1A DATE OF CONTENT see below DATE OBTAINED DATE PREPARED 2 August 1343 REFERENCES PAGES 1 ENCLOSURES (No. & TYPE) REMARKS This document is hereby regraded to Director of October 1978 from the Archivist of the United States. August 10 TES 5 TO DECLASSIFIED No. Change in Clark. The Director of Central Intelligence to the DECLASSIFIED NO. Change in Clark. The DECLASSIFIED No. Change in Clark. The DECLASSIFIED No. Change in Clark. The DECLASSIFIED No. DECLASSIFIED No. DECLASSIFIED No. DECLASSIFIED No. DECLASSIFIED No. DECLASSIFIED No. Archivist of the United States. August 10 DECLASSIFIED No. DECLASSIFIED No. DECLASSIFIED No. DECLASSIFIED NO. August 10 DECLASSIFIED NO. DECLASSIFIED	ļ.,	Approved For Release 200	VEID -	TO A SECTION AND ADMINISTRATION OF THE PROPERTY OF THE PROPERT	25
EVALUATION see below DATE OF CONTENT See below DATE OF CONTENT DATE OF CONTENT REFERENCES PAGES I ENCLOSURES (No. & TYPE) REMARKS This document is hereby regraded to Director of Colober 1575 20 with the Archivier of the United States. Archivier Date: 2008 1 SOURCE 1. The LAERZ (N 54/U 35) airfield was not occupied by a Soviet Air Force unit between 25 and 27 May 1949. The intact runway was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 15 workers were clearing the xunway. A machine, a grinding morter and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. SX1A 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * No Another source (F) reported that the concrete runways were			IVIAI -	PORT NO	–
EVALUATION see below DATE OF CONTENT See below DATE OF CONTENT DATE OF CONTENT REFERENCES PAGES I ENCLOSURES (No. & TYPE) REMARKS This document is hereby regraded to Director of Colober 1575 20 with the Archivier of the United States. Archivier Date: 2008 1 SOURCE 1. The LAERZ (N 54/U 35) airfield was not occupied by a Soviet Air Force unit between 25 and 27 May 1949. The intact runway was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 15 workers were clearing the xunway. A machine, a grinding morter and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. SX1A 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * No Another source (F) reported that the concrete runways were		•	остояння продостивня на принце на пр	PORT NO	
DATE OF CONTENT. See below DATE OBTAINED. DATE PREPARED. 2 August 1343 REFERENCES PAGES 1 ENCLOSURES (NO. & TYPE) REMARKS OF This document is hereby regraded to be provided to the provided to be pr	TOPIC_	Alrield of LAERZ	dan dan da ingiliyada e more qaladir amaninga mase kilikida (1970) v Hadirida Alasta (1971-1974) kiliya e iyambo	enter operativité tillege til gat lægeget om kjære dystekki i kasse en eksekse och dykke formassyntensen och s Tillege	~ (
DATE OF CONTENT. See below DATE OBTAINED. DATE PREPARED. 2 August 1343 REFERENCES PAGES 1 ENCLOSURES (NO. & TYPE) REMARKS OF This document is hereby regraded to be provided to the provided to be pr					$\sum_{i=1}^{n} Q_{i}$
DATE OBTAINED	EVALUA	ATION see below		25X1A	
DATE OBTAINED	DATE O	OF CONTENT see below	energia de la composito de la	Para i Stanyang-bag-pan Milliadh Bayan, ayan siladhadadh ku milliann dan tan Minhau shour haban ne m	TO STATE OF THE PROPERTY OF TH
REMARKS This document is hereby regraded to bliefer of is Construction work at the LAPRZ airfield was completed and the field was serviceable on 17 June 1949. Remarks This document is hereby regraded to bliefer of is Construction by a service of Construction work at the LAPRZ airfield was completed and the field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. PAGES 1			DATE PREPARED_	2 August 194	49
REMARKS This document is hereby regraded to Directory 10 Colober 1978 from the United Field of Centribential in accordance with the Mext Review Date: 2008 Date: 18 MAY 1978					
REMARKS This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1973 with the Archivist of the United Stales. Declassifile		,	liteksi didikkalan — miputer teripuni u musupa gopulassa nammanara u auursaussassassassassassassassassassassas	t ing akkaya dikindha kadalin kadalinga yang yang sahabi tirika hilijitirik, anjadjar dikadha kida dik sadak sa	ap (Ballingtin) (Ballin) (Ballingtin) (Ballin) (Ballingtin) (Ballin) (B
Archivist of the United States. 17	PAGES.				ment and the second
Archivist of the United States. 17	REMAR	KS CONFIDENT IS hereby	Docume NO CH	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
Archivist of the United States. 197 May 1949 1. The LAERZ (N 54/U 33) airfield was not occupied by a Soviet Air Force unit between 25 and 27 May 1949. The intact runway was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 1) workers were clearing the runway. A machine, a grinding mortar and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. 3. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * b. Another source (F) reported that the concrete runways were		letter of 16 Octob	aded to DEC	CLASSIFIED	// Fn)
Auth: DDA REG. 77/12 1. The LAERZ (N 54/U 33) airfield was not occupied by a Soviet Air Force unit between 25 and 27 May 1949. The intact run- way was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 1; workers were clearing the runway. A machine, a grinding mortar and limestone was standing near- by. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. SX1A 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F. Another source (F) reported that the concrete runways were		Archiving of Central Intelligence	om the Class.	CHANGED TO TS	F11911
SOURCE 25 to 27 May 1949 1. The LAERZ (N 54/U 33) airfield was not occupied by a Soviet Air Force unit between 25 and 27 May 1949. The intact runway was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 1; workers were clearing the runway. A machine, a grinding mortar and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F. * h. Another source (F) reported that the concrete runways were		Next Review D.	to the	DDA Mem . A Api 77	and the second second second second second
SOURCE 25 to 27 May 1949 1. The LAERZ (N 54/U 33) airfield was not occupied by a Soviet Air Force unit between 25 and 27 May 1949. The intact runway was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 15 workers were clearing the xunway. A machine, a grinding morter and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * No Another source (F) reported that the concrete runways were		Date: 2008		1 8 MAY 1978	2
25 to 27 May 1949 1. The LAERZ (N 54/U 33) airfield was not occupied by a Soviet Air Force unit between 25 and 27 May 1949. The intact runway was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 13 workers were clearing the runway. A machine, a grinding mortar and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F. Another source (F) reported that the concrete runways were	1		Date.	The state of the s	The specific form and displace the ordinate disc.
25 to 27 May 1949 1. The LAERZ (N 54/U 33) airfield was not occupied by a Soviet Air Force unit between 25 and 27 May 1949. The intact runway was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 15 workers were clearing the runway. A machine, a grinding morter and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LATRZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LATRZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F. Another source (F) reported that the concrete runways were	SOURCE	F			
1. The LAERZ (N 54/U 33) airfield was not occupied by a Soviet Air Force unit betweeen 25 and 27 May 1949. The intact run- way was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 1) workers were clearing the runway. A machine, a grinding mortar and limestone was standing near- by. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LATRZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F. Another source (F) reported that the concrete runways were	<u>300.0.</u>	· -			
Air Force unit between 25 and 27 May 1949. The intact runway was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 1) workers were clearing the runway. A machine, a grinding mortar and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * P. Another source (F) reported that the concrete runways were		7 - 74 3777 (31 54 /17 77)		and and her a Con	rri nd
way was serviceable after being cleared of debris. Except for the flight control station, all airfield installations were destroyed. About 1) workers were clearing the runway. A machine, a grinding mortar and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * P. Another source (F) reported that the concrete runways were		Air Force unit betweeen	25 and 27 May 1	949. The intact	run-
destroyed. About 1) workers were clearing the runway. A machine, a grinding mortar and limestone was standing nearby. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * Another source (F) reported that the concrete runways were		way was serviceable afte	er being cleared	of debris. Exc	ept for
machine, a grinding mortar and limestone was standing near- by. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. X1A 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * Another source (F) reported that the concrete runways were		the flight control state	ion, all airfiel	d installations	were
by. The cable of the boundary lights was exposed. * 17 June 1949 2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. X1A 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * Another source (F) reported that the concrete runways were		destroyed. About 1 wor	rkers were clear tar and limeston	ing the runway. Le was standing n	A ear
2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * No Another source (F) reported that the concrete runways were	X1X	by. The cable of the be	oundary lights w	as exposed. *	Julian
2. Construction work at the LAERZ airfield was completed and the field was serviceable on 17 June 1949. 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * No Another source (F) reported that the concrete runways were				, -	
field was serviceable on 17 June 1949. X1A 3. Comment: a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * Another source (F) reported that the concrete runways were			milion to differ		. 2 . 13
a. Report confirms information of 31 May 1949, according to which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * A. Another source (F) reported that the concrete runways were		field was serviceable of	e LAERZ eirfield n 17 June 1949.	was completed a	nd the
which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * 1. Another source (F) reported that the concrete runways were	X1A	3. Comment:			
which the runway of the LAERZ airfield was under repair and an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * A. Another source (F) reported that the concrete runways were		a. Report confirms info	ormation of 31 M	ay 1949, accordi	ng to
an underground cable for boundary lights was being laid. The field was allegedly to be serviceable by 1 July 1949. Apparently this target date was met and the field is ready for an occupation by an air unit. F * 1. Another source (F) reported that the concrete runways were		which the runway of the	LAERZ airfield	was under repair	and
Apparently this target date was met and the field is ready for an occupation by an air unit. F * 1. Another source (F) reported that the concrete runways were		an underground cable for	r boundary light	s was being laid	· ·
for an occupation by an air unit. F * 1. Another source (F) reported that the concrete runways were		The field was allegedly	to be serviceat	the field is re	9. adv
F * No Another source (F) reported that the concrete runways were				THE THOUGH TO TO	u wy
	F	* No Another source (F)		ne concrete runwa	ys were